The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1230. 日九廿月四年五十二緒光 WEDNESDAY, JUNE 7, 1899. 三拜禮 號七月六英港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY

Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.

DODWELL & Co. LIMITED. General Agents.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.
Hongkong, 7th April, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " 6 " ... 3½ "
" " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.....$10,000,000
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 6th June, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 524,374

HEAD OFFICE.—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... 5%
Hongkong, 30th May, 1899. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*	S. Barcham	About 9th June	Freight or Passage.
LONDON, &c.	*Chusan*†	E. Street	Noon, 10th June	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	4 P.M., 10th June	Freight or Passage.
LONDON	*Ceylon*	C. L. Daniel	About 15th June	Freight or Passage.
JAPAN	*Socotra**	T. H. Hide, R.N.R.	About 19th June	Freight only.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 31st May, 1899. [5

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

—:o:—

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).

Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

BORMIDA.....Delaya.....11th June.
*RAFFAELE RUBATTINO.....Saporiti.....8th July.
*DOMENICO BALDUINO.....Canepa.....5th August.
*SINGAPORE.....Pizzarello.....2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.
731a]

COOLALTA BURGUNDY.

Telephone 76.

Per case 1 doz. quarts... ... ... $15
Per case 2 doz. pints $17

STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.
Hongkong, 25th May, 1899. [15

CLUB WHISKY
IS THE BEST.

—:o:—

$12.00 ... ... PER DOZEN.

—:o:—

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 19th May, 1899. [20

BOARD AND RESIDENCE

HONGKONG HOTEL

On Monthly Terms from 1st May, 1899.

Ex. S.S. "NUBIA."

Latest Novelties in trimmed and untrimmed HATS and BONNETS.
A Choice Selection of CHILDRENS' White Washing BONNETS and HATS.
FURNISHING DEPARTMENT.—New Oil Cloths & Linoleums, &c., &c.
N.B.—*An early Inspection Solicited.*

W. POWELL & Co.,
Immediately Opposite Post Office,
1ST FLOOR.
Hongkong, 2nd June, 1899. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT.....THOS. SKINNER
27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.
CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

IMMUNITY
FROM
INFECTION.

A DEMAND HAS BEEN CREATED FOR
'ESSETS' FLUID
A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

SOLE AGENTS—WATKINS & CO.
Hongkong, 6th May, 1899. [14

THE
CLUB HOTEL,
LIMITED.

—:o:—

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.
FLETCHER & CO.
and
CARMICHAEL & CO.
23]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1242

NOTICE.

THE SECOND GYMKHANA MEETING of this SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June.
G. C. MOXON,
Hon. Sec.
Gymkhana.
Hongkong, 25th May, 1899. [1706a

NOW READY.

CONSUL-GENERAL WILDMAN'S NEW BOOK.

TALES OF THE MALAYAN COAST.
PRICE.....$2.50
(Choice Illustrations).
W. BREWER & CO.,
HONGKONG.
Hongkong, 3rd June, 1899. [751a

THE LEADING CATERERS.

COMPARE OUR
MEMU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September 1897. [139

JAPANESE PHOTOGRAPHER.
M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 96" x 48".

Choice Collection of Coloured Local Views, Costumes, Japanese Albums of every Description with Gold and Cherry Lacquered Covers in Several Sizes.

All descriptions of work done for Amateur Photographers and a SPECIALITY MADE OF DEVELOPING FILMS IN THE SUMMER.

NOTE.—Films are very liable to dissolve during development in a tropical climate, but by using the special developer supplied by this studio, this danger is obviated without the use of ice.

No. 8a, Queen's Road Central.
(Opposite the Marine House).
Hongkong, 3rd June, 1899. [751a

Entertainment.

H.M.S. "POWERFUL'S"
DRAMATIC COMPANY
will give
(By kind permission of Capt. the Hon. HEDWORTH LAMBTON and Officers)
A DRAMATIC PERFORMANCE
at the
CITY HALL,
on SATURDAY, June 10th, at 9 P.M.
The first part will consist of Songs, Dances, Gymnastics, Club-Swinging,
and will conclude with
A GRAND TABLEAUX,
"The Old and New Navy,"
after which a
LAUGHABLE FARCE,
entitled,
"WHITE BAIT AT GREENWICH,"
will be given.
Plans will be open at the City Hall, on Wednesday and following days from 10 A.M. to 5 P.M.

ADMISSION:
DRESS CIRCLE.....$3
PIT STALLS.....$2
PIT.....$1
Sailors and Soldiers in Uniform, half price.
The String Band of H.M.S. *Powerful* will play selections during the evening under the direction of Mr. SCHOFIELD.
Hongkong, 7th June, 1899. [762a

Auction.

GOVERNMENT NOTIFICATION.
No. 305.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 12th day of June, 1899, at 3 P.M., are published for general information.
By Command,
J. G. T. BUCKLE,
for the Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th May, 1899. [759a

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 12th day of June, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Register No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Quantity in Square ft.	Annual Rent	Deposit Price
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 5433	Macdonnell Road, (between Kennedy and Bowen Roads)	130	140	8	88	20,440	140	1,050

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
H.
c/o of this Office.
Hongkong, 17th May, 1899. [664a

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, S. W. CORNER. Apply on PREMISES.
Hongkong, 31st May, 1899. [735a

TO LET.

OFFICE ROOMS on 1st floor of No. 4 Queen's Road, Central (lately the IMPERIAL BANK OF CHINA).
Apply to
Compradore Office,
E. C. HOCHAPFEL.
Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th May, 1899. [12

Hotels.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

F. BOHM,
Proprietor.
Hongkong, 28th April, 1899. [31

To-day's Advertisements.

Some one

Carries the Risk

Who carries the risk on your life? If you are not assured your wife and children carry it. If your house burns down without insurance, you have carried the risk and have to bear the loss. If you die without assurance your family has to bear the loss. Don't let them carry the risk any longer; they can't afford it.

THE EQUITABLE.

F. KIENE,
Acting Manager.

BRANCH OFFICE:
No. 9, Praya Central, Hongkong. [770a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports, on FRIDAY, the 9th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Mangers.

Hongkong, 7th June, 1899. [769a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on MONDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1899. [755a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.

THE Company's Steamship

"NINGPO,"

Captain Phillips, will be despatched on MONDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1899. [734a

FOR NEW YORK via SUEZ CANAL.

THE British Steamship

"MACDUFF,"

will be despatched for the above port, on or the 15th instant.

STEAMERS.		1899.
"AFRIDI"	About	30th June.
"BIRCHTOR"	"	7th July.
"MOGUL"	"	22nd July.
"GHAZEE"	"	5th Aug.
"COMMONWEALTH"	"	29th Aug.

For Freight, apply to
DODWELL & CO., LIMITED.
Agents.

Hongkong, 7th June, 1899. [506a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (DIRECT.)

THE Company's Steamship

"CHINGTU,"

Captain Moore, will be despatched as above on SATURDAY, the 17th instant.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th June, 1899. [768a

THE EAST ASIATIC CO., LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.

THE Company's Chartered Steamship

"NORDHAVET,"

Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 6th June, 1899. [771a

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, & CO., LIMITED,
Agents.

Hongkong, 6th June, 1899. [737a

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493

Intimation.

A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 7, 1899.

NOTES AND COMMENTS.

HONGKONG'S DISGRACE.

Cannot some sort of supervision be exercised by the police over the prostitutes who roam the streets at night? Take a walk down Queen's Road after dinner and the chances are that you will be accosted by some of these women between the Clock Tower and the Central Fire Station. Take a walk eastwards as far as the Naval Hospital and matters are nearly as bad; loose women appear to swarm about the street and are a source of annoyance to respectable male pedestrians. Nor does the evil end here. Even in Queen's Road, the principal thoroughfare of the Colony, these women are to be seen touting for custom from the verandahs, until one feels very reluctant to take one's sister or wife abroad in the city after dark. In England one frequently hears of unfortunates being prosecuted for soliciting and accosting men in the streets, yet here we do not ever remember to have heard of such a case. Surely the police could take some action in the matter, or if they are powerless to do so it should not be difficult for the Legislative Council to frame a law which should have for its object the prevention of solicitation by prostitutes in the streets of the city. The state of our streets after dark from this cause alone is scandalous.

MORE DISGRACE.

Another public scandal is the manner in which loose women are allowed to start houses of ill-fame wherever they please throughout the length and breadth of the city. During the period in which the C.D. Act was in force in Hongkong, these houses were all confined to certain quarters of the town, and so the main streets were kept clear of them. Now they are spreading everywhere and are becoming more than a nuisance; they are a disgrace to any civilized town. Surely when the Act was repealed the Legislative Council could have made arrangements for confining these house to the same quarters in which they were situated when the Act was in force. Of late years, owing to the excessive rise in house rents, many of the poorer Europeans have been driven to inhabiting flats in Chinese houses and, owing to the manner in which houses of ill-fame are allowed to be established in any street, there is nothing to prevent a man with a young family being forced to remove to other quarters owing to one of these establishments being started either above or below his flat or right opposite. We know that vice must exist, but it is scandalous that it should be thus allowed to rub shoulders with virtue. "You cannot touch pitch without being defiled" says the proverb, and it is pitiful to think of the disgusting exhibitions to which little children are so needlessly exposed owing to the callousness of our Government.

UNDESIRABLE CITIZENS.

While on this most unsavoury subject, we should like to call the attention of the authorities to the fact that the Colony is getting over-run with a most undesirable class of persons, who are only fit to be shipped to Port Said, or some other sink of iniquity, where their presence amongst others of their own class would not serve to corrupt the morals of the community. We refer to the "pimps" of various nationalities who infest the streets and act as touts to individual prostitutes or houses of ill-fame. These men, who own to no particular nationality, and who have sunk below the level of the brute beasts, have, we are told, been turned out of Manila and Singapore and have swooped down upon Hongkong as a happy hunting ground where they can carry on their disgusting trade without let or hindrance. Some we are informed are so utterly depraved and so dead to all human feeling as to live upon the proceeds of the immorality of their wives and daughters. Can such men be regarded as desirable members of any community? Is it for a moment likely that they will stop short of any crime that may show a chance of profit with a fair prospect of immunity from punishment? We certainly think that if the police were to turn their attention to them and find some means of getting them, and their women folk, shipped out of the Colony that they would be rendering the public at large a great service. We do not wish to pose as what Rudyard Kipling would term "plaster saints," but we do think that the sooner steps are taken to prevent Hongkong gradually deteriorating into a modern Babylon the better it will be for everyone.

GUN LICENCES.

We have heard it stated, though with how much truth we are unable to say, that it is the intention of the Government to raise the price of licenses to shoot game to the large sum of thirty dollars per annum. This will mean that shooting will become a luxury which can only be indulged in by the favoured few who are possessed of sufficiently well-lined pockets to render the loss of thirty dollars of no account. It may be argued that thirty dollars is not such a very large sum and that sportsmen who can afford to shoot at all should be able to pay it, but it must be remembered that the gun and cartridges by no means constitute the whole expenses of the shooting season. Launches have to be hired, food provided for the trips, and numerous other expenses are incurred which make shooting around Hongkong by no means a cheap sport. Now that the hinterland has come under British jurisdiction, in order to evade the excessive impost of thirty dollars for a license it would mean a very long launch journey to reach Chinese territory, and so all hope of sport to those who were unable to scrape together the necessary amount would be lost.

WHY SO EXORBITANT?

Why such an exorbitant rate for a game licence, if indeed it is really the intention of the Government to impose it, should be charged, we are utterly at a loss to see. Doubtlesss the Government would argue that three pounds being the charge for a game licence in England, the imposition of a like tax here would be but fair and just, but this is not the case. In England game is strictly preserved and the owners of shootings go to considerable expense in rearing their birds, while the game is sold and a very good return is the result of a good shooting. Here, however, the matter is very different. Game is not preserved and is scarce and difficult to find and we doubt if one of our best shots would account for thirty dollars' worth in a season. The imposition of such a tax will simply serve to deter Europeans, all except those who are exceedingly well off, from shooting, and it would not tend to preserve the game as, unless the Government appoint game-keepers, there is nothing to prevent any Chinaman from netting as much as he chooses. We think that if the Authorities are so anxious to add to their revenue by taxing sport they should certainly not place the price of the licence higher than five dollars. Even at this rate a considerable addition to revenue would be made, for, prior to the acquisition of the new territory, but few of our sportsmen held licences. Their shooting was done in Chinese territory and consequently licences were not required. Now matters will be different, and each will require a licence before he can shoot.

REUTER'S TELEGRAMS.

FRANCE.

LONDON, June 5th.

President Loubet, whilst at the races at Auteuil, was the object of a violent demonstration of the Patriotic League, during which Baron Christiani struck the President with a stick. Most of the arrested were of the élite and include many titled Royalists. The Chambers have adopted resolutions denouncing the demonstration and M. Dupuy has announced that the fashionable Clubs concerned in it will be closed.

The Chambers have resolved to placard the judgment of the Cour de Cassation throughout France and to postpone the prosecution of General Mercier until after the Rennes Court Martial.

WEATHER REPORT.

The Observatory report says:—On the 7th at 11.50 a.m. The barometer has fallen slightly on the China coast. Pressure is high over the E. coast of China and Japan, and relatively low along the S. coast of China. Gradients moderate for E. winds in the Formosa Channel, slight for S.W. winds, in the N. part of the China Sea. FORECAST:—Moderate S.W. winds; some thunder showers.

LOCAL AND GENERAL.

THE Mayor of Southampton's *Stella* Relief Fund has reached £5,000, which will be apportioned among sixty-two persons.

MR. C. J. Holliday, late of Messrs. Holliday Wise & co. of China, has joined the Board of the Yangtse Corporation (Limited).

AN exchange publishes a telegram from Peking to the effect that Russia seeks to obtain some advantages outside the Great Wall, and will renounce the claims for a railway concession to Peking.

AN interport regatta was held at Kobe on Saturday week. Four events were contested, three of which were won by Kobe, namely, the fours, single pairs, and double sculls. Yokohama securing the single sculls only.

THE Japanese Government has, it is said, decided to raise the status of the Japanese Ministers to England, Russia, Germany, France, and the United States to that of "Taishi" or Ambassador. A bill for this purpose will be introduced in the next session of the Imperial Diet.

JAPANESE papers state that Mr. William Black, a pilot holding a Japanese certificate, who was in charge of the British steamer *Benlawers* when she stranded on the 12th ulto on the Fukuse rock, is to be tried by the local Marine Court at Shinchi.

JAPANESE papers state that the Mitsui Bussan Kaisha has despatched several of its officials to Germany for the purpose of opening a branch office at Hamburg. The Company, it is said, also intends to open branches in several Northern Chinese ports.

IT is well known that the Sanyo and Kyushu Railway Companies have been endeavouring for some time past to raise a foreign loan of 10,000,000 yen for the purpose of extending their respective railways. A Japanese paper learns that the negotiations in progress in London between the representatives of the Companies and a British syndicate concerning the proposed loan, are approaching conclusion, the terms of which may satisfy the Japanese companies.

A SEOUL telegram of the 25th inst. published in Japanese papers states that since the opening of the Seoul Electric Railway several Korean children have been run over and killed. Another child was killed on the 26th instant and this culminated in an attack on the cars by several hundred infuriated people, who destroyed one of the cars and burned another. The European and Japanese engineers employed by the railway company had to flee for their lives.

THE Dallas and Musgrave Company concluded a successful season at Yokohama on May 30th, by a performance of Mr. Sydney Grundy's graceful and witty comedy *A Pair of Spectacles*. Mr. Henry Dallas took his benefit, and it must have been a satisfaction to him, both on solid and sentimental grounds to see the house packed as it was. At the conclusion of the performance Mr. Dallas expressed thanks for the liberal patronage given to the company, and said that he had found Yokohama one of the most satisfactory places in the East, in spite of the bad accounts he had received of it from theatrical friends. He hoped to make a return visit next year.

THE celebration of the Diamond Jubilee of Dr. Joseph Joachim will long be remembered as an event in the history of music. The concert took place in the Berlin Philharmonic Hall, and no fewer than 88 violinists from amongst the master's best known and most distinguished pupils went to Berlin from all parts of Europe to do homage, by giving him a demonstrative proof of what they had achieved as the result of their studies under him. When three ladies from the orchestra approached the master and, handing him his own violin and bow, asked him to come among them and lead the violins in Beethoven's concerto, the master was almost overcome, but he accepted the invitation and played with all his old delightful charm. From England, Prof. Villiers Stanford and Miss Fanny Davies were present amongst the audience, and Herr Gompertz, Mrs. Liddell, Miss. Clark, Herr Ellenberger, Miss. French. Herr Friederich, Prof. Kruse, Herr Krummer, Mr. Tuch, and Mr. Briggs played in the orchestra. The Kaiser sent an intimation that he would confer the Order of Merit, the chief distinction for science and art, on the distinguished instrumentalist.

OUTRAGE NEAR KOLOON CITY.

ONE OF THE HONGKONG REGIMENT WOUNDED.

Just as we are going to press we are informed that another outrage has been perpetrated in the new territory. From the meagre details that have reached us, it appears that a private of the Hongkong Regiment has been attacked, near Kowloon City, by a party of Chinese armed with spears and was twice wounded. Orders have been issued that none of the Hongkong Regiment men are to go outside Kowloon City unless in parties of three or four, and then only in uniform and wearing side-arms.

ALLEGED STEALING OF A BANK BOOK.

At the Magistracy this morning, before Mr. Sercombe Smith, Yung Cheung Un *alias* Peun Kwon, shroff of the Hongkong and Shanghai Bank, was brought up at the instance of Mr. G. Sexton for stealing a book belonging to the bank. Mr. Gedge appeared for the prosecution and Mr. Hastings for defendant.

Mr. Gedge gave evidence of arrest and applied for a remand for a week, to which Mr. Hastings raised no objections.

Sergeant Collett said he arrested accused at 32, Aberdeen St.

The remand was granted.

Mr. Hastings asked for bail at $500 deposit; but prosecution objected, as there might be a heavy charge brought later on. Bail was allowed, however, on the deposit of $1,000 by accused, and $500 deposit by two sureties.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st June.

	LEVEL. 1898.	1899.
Tytam.....	36 ft. 11 in. below overflow	76 ft. 4 in. below overflow
Pokfulam..	24 ft. 10 in. below overflow	35 ft. 0 in. below overflow

	STORAGE GALLONS.	
Tytam.....	142,430,000	20,610,000
Pokfulam..	15,700,000	3,200,000
Total..	158,130,000	23,810,000

Consumption of Water in the City of Victoria and Hill District during the month of May.

	1898.	1899.	
Consumption..	91,032,000	84,209,000	gallons.
Estimated population	195,000	200,500	
Consumption per head per day	15.0	13.5	gallons.

Consumption of Water in Kowloon Peninsula during the month of May.

	1898.	1899.	
Consumption..	6,472,000	8,140,000	gallons.
Estimated population	25,700	26,900	
Consumption per head per day	8.1	9.7	gallons.

The Government Analyst reports that the water is of excellent quality.

K. D. ORMSBY,
Water Authority.

HONGKONG GENERAL CHAMBER OF COMMERCE.

MR. R. C. Wilcox, secretary of the Chamber, has forwarded us a batch of communications on various subjects, but space will not permit of the insertion of the whole, and we intend to publish them in three instalments. Those in this issue are:—

Hongkong General Chamber of Commerce,
Hongkong, 2nd June, 1899.

Dear Sir,—I beg to knowledge receipt of your letter of of the 14th April enclosing copy of a despatch addressed to the Goverment of India on the question of reducing the Telegraph rates between India and Europe, and I am directed to inform you, in reply that the matter is receiving consideration by my Committee. In the meantime, your letter and enclosure have been published in the local papers for the information of this community.

I am dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

A. E. Lawson, Esq., Secretary, Madras Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 3rd May, 1899.

Sir,—I am instructed to transmit to you copy of a letter addressed to this Chamber by the British and German shipping firms of this Colony, calling attention to the manner in which the system of rewards offered by the Customs Authorities at Saigon works, to the serious detriment of trade, and to ask you to lay it before His Excellency the Governor with the request that he will be good enough to represent the case to the Governor-General of Indo-China, to the end that the shipowners engaged in this trade may be relieved from the disability under which they now suffer.

2.—Considering that the utmost possible precautions are taken, both by the steamship owners and the masters, to prevent any smuggling of opium on board, it is certainly a striking comment on the working of the system of rewards to informers adopted at Saigon that the fines paid by British and German steamers during the past four years should have aggregated some $60,000. The rewards offered are so large (about forty times the value of the drug) as to tempt unprincipled persons to try and arrange bogus smuggling with a view to turning informers.

3.—It would undoubtedly tend to assist the owners and masters of vessels trading in these waters if the Hongkong Government would constitute it a punishable offence for any person to convey opium on board of any steamer without the knowledge or consent of the master or the officer in charge; and to facilitate convictions, the master or one of his officers should, in the opinion of the Committee, be allowed to institute the prosecution, and not the Opium Farmer.

4.—Trusting that His Excellency the Governor will be able to induce the French Authorities to adopt a system for the detection of opium that will bear less hardly upon shipowners.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

To Hon. Colonial Secretary, Hongkong.

Hongkong, 26th April, 1899.

Dear Sir,—We beg to draw the Chamber's attention to the way fines are imposed on vessels at Saigon, should any opium be found on board of them not manifested, with a view to representations on the subject being made to the French Authorities, so that shipowners may be relieved to a reasonable extent of the disabilities under which they now labour.

There is no doubt that smuggling does exist, but it has been shown in several instances that it is planned and carried out chiefly by people in Saigon who are induced, by the large rewards given by the Saigon Authorities for discovery of any opium not manifested, to engage in this trade.

We would mention that all possible precautions are taken on the part of captains and officers to prevent smuggling, by searching passengers, and their luggage when coming on board, and by searching repeatedly the vessel on the way to Saigon in order to discover any contraband, but the opium is generally so cleverly concealed that it is but seldom discovered.

We beg to suggest that representations be made to the French Authorities at Saigon, requesting them to entirely do away with the systems of rewards to informers; and, if this should not be considered advisable, to reduce the rewards to such a level that informers can no longer find it a profitable business to smuggle opium on board and afterwards lay information against the steamer. We may mention that the reward given to informers is at present $20.00 per every tael of Opium discovered, the value of such tael being about 50 cents.

We further beg to suggest that representations be made to the Hongkong Government, with a view to making it a punishable offence to bring opium on board of any steamer here without the Captain's or officers, knowledge and consent, and that persons violating this rule be prosecuted by the *Captain* or his *representatives* and not by the Opium Farmer.

To illustrate the gravity of the situation, we may mention that the fines paid by British and German steamers, trading between this Colony and Saigon during the last four years, aggregate about $60,000, not counting the very heavy legal expenses incurred. In not a single instance has suspicion fallen on the Captain or officers as being in any way connected with the fraud.

Yours faithfully,
(Signed) LAUTS, WEGENER & Co.
JENSEN & Co.
BRADLEY & Co.
SANDER, WIELER & Co.
EAST ASIATIC TRADING Co.,
G. HARLING,
General Manger.
DODWELL & Co., Ld.,
E. S. WHEALLER,
Manager.
SIEMSSEN & Co.
GIBB, LIVINGSTON & Co.
BUTTERFIELD & SWIRE.
MELCHERS & Co.
p.p. JARDINE, MATHESON & Co.,
C. W. DICKSON.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 19th May, 1899.

Sir,—I am directed to acknowledge the receipt of your letter of the 3rd inst. and its enclosure relative to the system of rewards obtaining in Saigon for the discovery of smuggled opium on boad vessels arriving at that port, and the abuses arising from that system, and to state that Her Majesty's Consul has been requested to make a representation on the subject to the French authorities with a view to the adoption of a system that will bear less hardly on shipowners.

With regard to the suggestion contained in paragraph 4 pp your letter, I understand that the shipowners desire is that in the matter of a vessel found on arrival at Saigon with opium not been manifested 20 [illegible] by some person in Hongkong he shall have power to prosecute that person on his return but the difficulty of obtaining proof against the offending party would appear to render any such enactment of little practical use.

On the other hand if the discovery were made prior to the departure of a vessel from Hongkong or on the voyage, legislation would appear to be unnecessary, as in the first case the master could hand the opium over to the Police, and in the second take charge of it and inform the Customs' authorities on arrival at Saigon.

I shall be glad to be furnished with the further observations of the Chamber on this subject for the information of His Excellency the Governor.

I have the honour to be, Sir,
Your most obedient servant,
(signed) J. G. T. BUCKLE,
c/o. Colonial Secretary.

The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 6th June, 1899.

Sir,—I beg to acknowledge receipt of your letter (No. 812) of the 19th ulto. replying to the representations made by this Chamber as to the frequent and heavy fines inflicted on British and German ships at Saigon for seizures of opium at the instance of paid informers, and am instructed to express the satisfaction of the Committee at the action taken by the Government in the matter.

At the same time I would respectfully call the attention of the Government to a fresh and very recent proof of the manner in which the system adopted by the French Customs Authorities is surely rendering trade with Saigon impossible. The German steamer *Ingraban*, which had gone to that port for a cargo of rice, was on the point of leaving for Hongkong on the 19th ulto., when, acting on the information laid by an informer, some Customs officers boarded the ship and discovered some opium. A Saigon paper, recording the seizure, says the officers went almost straight to the hidden contraband. The result was a heavy fine, which was subsequently reduced, but the ship was not released until after a deposit of $12,000 had been made by the Agents. The French journals at Saigon fully recognise the injustice done by the system of paying such large sums to informers, opening as it does the door to fraudulent concealment of small quantities of the drug on board for the purpose of giving information against the vessel.

With reference to the suggestion made in paragraph 3 of my letter of the 3rd ult., concerning which you ask for further observations, the Committee desire me to point out that if opium were discovered on board a steamer prior to departure from Hongkong, the master could, as you suggest, certainly hand the drug over to the Police but this does not constitute the attempt to so smuggle it a punishable offence. It is true the would-be smuggler would suffer the loss of the opium, and the Opium Farm, to whom it would presumably be handed, would be the gainer, but the offender would get off without further punishment. What is wanted is power to the master of a ship to charge the smuggler with an offence and get him fined at the Police Court for breaking the law, confiscation to follow on conviction in addition.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

Hongkong, 19th May, 1899.

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I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

Hongkong, 19th May, 1899.

Sir,—I am directed to call your attention to numerous Chinese clients that they are daily suffering serious loss through the enormous circulation in this Colony of Chinese subsidiary coins. Shops of repute which I deal with say they lose $200 per month and more, by having to receive these coins in retail at par, and when an accumulation of them takes place there is a loss of 2%, or over, in exchanging them for legal notes.

It is not for me to say how this strange position of affairs has been accomplished. I have head that the Government of Canton are prepared to issue their subsidiary coin at a discount, but this could hardly occur without a remonstrance from the Hongkong Government, who must know that such a step was likely to result in flooding Hongkong with these tokens by unscrupulous Chinese desirous of making a profit.

The fact remains that retail and small wholesale businesses in the place are considerably dislocated by the displacement of practically all the Hongkong subsidiary coin for that of Kwangtung.

The Chinese shopkeepers say they cannot at present refuse the Chinese coin, and ask me what they can do by way of remedy. Possibly your Chamber might take the matter in hand and answer this question.

If the Hongkong Government were to issue an authoritative notification that there are sufficient British subsidiary coins in stock for the circulation of the Colony, and that shopkeepers need not accept Chinese coins, it might help to remedy matters.

I am, Sir,
Your obedient servant,
(Signed) J. GRANT SMITH.

The Chairman, Hongkong Chamber of Commerce.

THE PLAGUE.

Cases reported to 6th inst.	.....	637
Do. do. during past 24 hours.	.....	10
	Total	637
Deaths reported to 6th inst.	.....	570
Do. do. during past 24 hours.	.....	10
	Total	580

The Secretary of the Chamber of Commerce writes us as follows:—

"The Government have received, and submitted to the Chamber for inspection, notifications from the Government of India:—

1st, dated 13th March, announcing the enforcement of the Venice Sanitary Convention regulations against arrivals from Hongkong at Calcutta and Chittagong.

and, dated 18th March, declaring Mecca and the whole littoral of the Hedjaz between Lith and Yambo, exclusive of both places, infected, and announcing the enforcement of quarantine against vessels arriving from those places at Calcutta and Chittagong.

3rd, a further notification, dated 10th May, extending the area of the latter and enforcing quarantine against Lith and Yambo."

SHIPPING REPORTS.

Captain Lehmann of the s.s. *Nanyang*, from Taiwanfoo, reports:—Squally, misty weather with rain and fresh N.E. wind. Vessels:—Swatow, *Independent, Taichang, Tungtai, Chinkiang, Kaifong, Canton* and *Hinsang*.

Captain Cowley of the s.s. *Ningpo* reports:—Strong breezes and fine weather. Left Kowloon with heavy cargo and passengers.

FROM JAPAN PAPERS.

JAPAN'S LOAN.

In view of the prospect of the conclusion of a Government loan contract in London, it is naturally asked how the money effected by the loan is to be employed. According to the scheme submitted to the last session of the Diet, the sum of 70,154,150 yen is needed to reimburse the defrayments that have been made provisionally out of the Chinese indemnity. The Chinese indemnity was originally set apart as the fund to carry out various after-war measures extending for the term of ten years. But, owing to the unexpected increase of expenditures, the Government was obliged to draw from the indemnity for other purposes than those originally contemplated, until the equilibrium of State finances could be restored by the increase of taxes. Hence, in order to carryout the original scheme of after-war measures, it is necessary that the sum defrayed out of the indemnity should be gradually reimbursed. For the present, this item will take up the main portion of the loan to be issued in London.

INCREASED TAXATION.

A mass meeting of the opponents of increased taxation was held in Kyoto on May 27th, when Count Okuma and Viscount Miura spoke to an audience of several thousands, and a resolution was unanimously adopted with acclamation, declaring that, in the fourteenth session of the Diet, endeavours should be made to restore the land, *shoya* and postal taxes to the former rates. This result is to be brought about, it is clearly stated in resolution, not by increasing the taxation in other directions but by adjusting the administration and curtailing the States expenditures. It will be remembered that a similar resolution was passed at a meeting of Progressive Parliamentary Repressentatives about two months ago. Then the modification of the army and navy was expressly referred to as a means of decreasing the expenditure. But the reference to the armaments was struck out of the resolution just adopted in Kyoto. The advocates of decreased taxation now profess to resort to the hackneyed all-powerful agency, the adjustment of the administration, as the sole means of achieving their aim. How this is possible, is a highly puzzling question. But perhaps the Progressive leaders do not concern themselves much about the question, for they will most probably not be called upon to solve it in the coming session of the Diet. They know that the majority in the House of Representatives will not be on their side for some time to come. So they can safely make a great noise on vague generalities and lay the blame on the Government and its supporters.

IMPORTS AND EXPORTS.

Sinister predictions have recently been based by certain vernacular newspapers on the excess of imports over exports since March last. For example, comparing the March and April returns, it is found that the exports of the principal staples declined as follows :—

	March. Yen.	April. Yen.
Raw Silk	2,120,000	1,490,000
Habutaye	1,240,000	720,000
Cotton Yarn	2,890,000	1,660,000
Copper	1,100,000	920,000

The *Fiji Shimpo*, however, points out with much truth that the export trade is always comparatively small during the first of the year. Even in 1892, when the exports for the whole year exceeded the imports by 19,770,000 *yen*, the imports showed an excess during May. It may therefore be reasonably expected that the second half of the year will redress the balance to some extent at all events.

THE NIPPON YUSEN KAISHA.

THE PRESIDENT'S REVIEW OF BUSINESS.

The semi-annual general meeting of the Nippon Yusen Kaisha took place in the Hall of the Seinen-kai, Kanda, Tokyo, on the 26th May, at half-past three p.m. The President, Mr. Kondo, having taken the chair, addressed the meeting. The *Japan Mail* translates the speech as follows :—

Gentlemen—The past half-year has been a time of depression for the maritime carrying trade on the coast and in neighbouring waters. No signs have yet become apparent of an improvement in Japanese economical conditions, and a comparative dulness of goods traffic has to be recorded. The fishing industry in Hokkaido proved almost unprecedently unsuccessful, and that fact, supplemented by the opening of railways in the Hokuriku district, caused a very marked diminution in our revenue as compared with the figures for the preceeding year. With regard to our European service, again, there has been since last autumn a great falling off of goods traffic and a marked tendency to dulness, but by exercising diligence in obtaining cargoes, we were able to secure a fairly good result, and to escape the large reduction of business that threatened at one time. As for the American service, the conclusion of the war with Spain was followed by a tolerably good trade. On the Australian line, the depression existing in Japan resulted in an unavoidable diminution of imports, but, on the other hand, exports increased and the passenger traffic was good. Nevertheless, in consequence of employing vessels of an expensive character on these lines, we found it difficult to secure a proper return on the capital involved, and had to ask the Government for assistance. Our application was successful, and since April we have been in receipt of an increased subsidy. Finally, on the Bombay line our returns have been satisfactory. Such are the general results of the half-year's working. The accounts are as follow :—

	Yen.
Brought over from preceding period	587,036
Net profit, &c., for the half-year	1,155,110
Total	1,742,146
To Reserves	57,755
Rewards to Officers	42,293
Dividend, at the rate of 9 per cent.	990,000
Carried to next account	652,098
Total	1,742,146

We do not propose a larger dividend because we anticipate small returns during the next half-yearly period owing to a depressed state of the carrying trade in domestic and adjacent waters. Moreover, now that the Company has achieved its long-entertained hope, and obtained a special subsidy from the Diet for the American and European lines, we have incurred corresponding responsibilities as to the nature of the services.

After the conclusion of the President's speech, the report was passed without discussion, and the meeting broke up at half-past four, having lasted only an hour. Vernacular newspapers state that 2,076 shareholders were present—the number is scarcely credible—representing 295,339 shares. The three largest shareholders were the Imperial Estate Bureau (80,550 shares), Baron H. Iwasaki (26,447 shares), and Baron T. Mitsui (8,212 shares).

GOLD DEPOSITS IN FORMOSA.

Amongst the facts not generally known, we may mention from information received, says the *Japan Herald*, that there are rich gold deposits in Formosa which are being assiduously worked by Japanese, who are doing their best to prevent the outside world from acquiring knowledge that the auriferous treasures to be found in the alluvium, and also in the beds of streams, are remarkable for their richness. Not only is this the case with the free gold, but in the original matrix, the quartz is being crushed by machinery, and batteries of stamps have been secretly imported from abroad and are already at work, Indians in course of being added to, so encouraging are the results, since the percentage of the precious metal to the ton may be assumed to be sufficiently high to warrant the erection of additional stampers. The locality where these successful operations are being carried on is in the north-eastern portion of the island. The Japanese who are obtaining so much gold are naturally desirous that the knowledge of the fact be not spread abroad, lest there be a rush of others to participate in their good fortune. These particulars have been privately communicated to us in the interest of the general public, so that they may be made known through our columns. It is not worth while going to the Klondike, with all it risks, expenses, and hardships, when there are rich diggings so easily accessible from both China and Japan. There is however, one uncertainty as to how the Government would treat foreign gold-seekers. Would they be disposed to grant claims, licenses, or to tax the gold procured? or, what is not unlikely, refuse to permit foreign diggers to work the auriferous deposits. It is true that Japanese are permitted to take up claims and work them in Australia, Canada, and America, but it is by no means certain that the same liberality of treatment will be meted out by the Formosan authorities; but the experiment should be tried. The information we give about the gold deposits in Formosa we have received from a reliable authority.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.78
Thermometer	77	82
Humidity	91	75
Rainfall	2.53	

TO-DAY.

Wednesday, 7th June, 1899.

Chinese—*13th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 6min.*
Sets ..... *7hr. 55min.*
High water—*Morning* ..... *7hr. 35min.*
Afternoon ..... *9hr. 48min.*
Low water—*Morning* ..... *1hr. 2min.*
Afternoon ..... *2hr. 59min.*

ANNIVERSARIES.

1329—Robert Bruce died.
1832—First Reform Bill passed.
1840—Death of Frederick William III. King of Prussia.
1841—Hongkong declared a free port.
1855—Capture of the Mamelon by the French.
1858—Loss of the British ship *Tricolour* on Pratas Shoal.
1877—First Chinese civil marriage at Registrar General's Office, Hongkong.
1891—Attempted anti-foreign riot at Kiukiang.
1896—Defeat of the Dervishes at Firket.

TO-MORROW.

Thursday, 8th June, 1899.

Chinese—*14th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 6min.*
Sets ..... *7hr. 55min.*
High water—*Morning* ..... *8hr. 9min.*
Afternoon ..... *10hr. 35min.*
Low water—*Morning* ..... *1hr. 36min.*
Afternoon ..... *3hr. 38min.*

ANNIVERSARIES.

1867—The Emperor and Empress of Austria crowned King and Queen of Hungary.
1873—Alexandra Palace burnt.
1891—Destruction of mission at Wusueh by anti-foreign mob.
1898—American troops under Major-General Shafter leave Tampa for Cuba.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English *(Bengal)* 9th inst.
American *(City of Peking)* 16th inst.
Canadian *(Empress of India)* 18th inst.
American *(Gaelic)* 21st inst.
Tacoma *(Victoria)* 25th inst.

* * *

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Kobe to-day, the 7th inst. and will leave to-morrow, the 8th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon Dock.
Isla de Luzon	"	"
H.M.S. *Undaunted*	"	"
Cumsang	"	"
D. Juan d'Austria	"	Cosmopolitan
Gerard C. Tobey	"	"
Fatshan	"	"

Shipping.

Arrivals.

BELLEROPHON, British steamer, 1,370, T. Pejers, 6th June,—Penang 29th May, General.—Butterfield & Swire.

UNITY, Norwegian steamer, 929, F. Hansen, 6th June,—Newchwang and Chefoo 31st May, General.—Lauts, Wegener & Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 7th June,—Bangkok 30th May, and Koh-si-chang 1st June, Rice.—Yuen Fat Hong.

HATING, French steamer, 705, M. Jonssen, 7th June,—Haiphong 4th June, and Hoihow 6th, General.—A. R. Marty.

DAGMAR, Norwegian steamer, 920, H. Nelsen, 7th June,—Canton 7th June, General.—Geo. R. Stevens & Co.

RAMAGAN, British steamer, 1,807, H. A. Hunlett, 7th June,—Moji 31st May, Coal.—Arnhold, Karberg & Co.

ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 7th June,—Yokohama 31st May, General.—P. & O. S. N. Co.

NANYANG, German steamer, 983, Th. Lehmann, 7th June,—Taiwanfoo 3rd June, Takow 4th, Amoy 5th, and Swatow 6th, General.—Douglas, Lapraik & Co.

SABINE RICKMERS, British steamer, 690, Nasbet, 7th June,—Bangkok 31st May, General.—Arnhold, Karberg & Co.

KWEIYANG, British steamer, 1,064, A. W. Outerbridge, 7th June,—Tientsin 31st May, General.—Butterfield & Swire.

TRICONIA, British steamer, 1,200, P. G. Philip, 7th June,—Shanghai 4th June, General.—Arnhold, Karberg & Co.

BORMIDA, British steamer, 1,099, G. Delaya, 7th June,—Bombay 20th May, and Singapore 1st June, General.—Carlowitz & Co.

Clearances at the Harbour Office.

Vorlfarer, British str., for Singapore.
Kweiyang, British str., for Canton.
Unity, Norwegian str., for Canton.
Perseverance, British str., for Swatow.
Empress of China, British str., for Shanghai.
Haiching, British str., for Swatow.
Kongnam, British str., for Canton.
Mogul, British str., for Yokohama.
Chowtai, British str., for Swatow.
Taksang, British str., for Shanghai.

Departures.

June 7, *Hanoi*, French str., for Hoihow.
June 7, *Bengloe*, British str., for Nagasaki.
June 7, *Haitan*, British str., for Swatow.
June 7, *Tantalus*, British str., for Shanghai.
June 7, *Chowtai*, British str., for Bangkok.
June 7, *Vindobona*, Austrian str., for Singapore.
June 7, *Loongmoon*, German str., for Canton.
June 7, *Empress of China*, British str., for Vancouver.
June 7, *Benlomond*, British str., for Singapore.
June 7, *Kamakura Maru*, Jap. str., for Kobe.
June 7, *Sachem*, American bark, for New York.
June 7, *Mongul*, British str., for Japan.
June 7, *Taksang*, British str., for Shanghai.
June 7, *Kweiyang*, British str., for Canton.
June 7, *Hermes*, Norwegian str., for Canton.

Passengers—Arrived.

Per *Bellerophon*, from Penang—311 Chinese.
Per *Phra Chom Klao*, from Koh-si-chang—5 Chinese.
Per *Nanyang*, from Coast Ports—Mrs. M. Huck and child, and 30 Chinese.
Per *Hating*, from Haiphong, &c.—Mr. and Mrs. Bertrand, Messrs. Mannington, Steward, H. R. Davies, Ramsabad, Huong Sin Chai, and J. F. Schomuike.
Per *Rohilla*, from Yokohama for Venice—Mr. H. F. Arthur. For Colombo—Mr. W. M. Simpson. For Singapore—Capt. R. P. Jackson. For Hongkong—Messrs. J. Turnbull, J. R. Armstrong, Birkel, Misses A. K. Hamper, E. M. Hamper, Chay Nee, and M. Kwong Yui. From Kobe—Messrs. T. L. Stevens, Ding Chew, and Jong Wing. From Nagasaki—Mr. Martin, Hosoya, Mang Chang Wo, and Mrs. S. Kanada.
Per *Kweiyang*, from Tientsin—6 Chinese.
Per *Bermuda*, from Singapore—Mr. Brown and family, and 63 Chinese.

Departed.

Per *Empress of China*, from Hongkong for Shanghai—Mrs. J. D. Thomson, Miss Thomson, Messrs. O. and H. Rottman, A. J. David, and N. J. G. Evans. For Nagasaki—Mrs. and Miss Murray Bain, Mrs. E. Morrison, Mrs. J. L. Mayers, and Mr. Luk King Nam. For Kobe—Capt. Des Noeme, Lieut. Longfield, Mr. and Mrs. G. A. Caldwell, and Mr. R. Jules. For Yokobama—Dr. and Mrs. Selden and infant, Mrs. H. Wallace and maid, Mrs. S. C. Campbell, Mrs. Frampton, Mr. and Mrs. George, Mrs. Layton and son, Messrs. G. N. Hayward and W. Low. For Vancouver—Mrs. May, 3 children and governess, Mrs. Moy Leung Yun, Messrs. J. L. Gibson, Marsh, and C. McCallum. For Victoria—Mrs. Lau Mo Kit and son. For Nanaimo—Mrs. Chan Shi. For Montreal—Mrs. A. C. Clarke. For London, Out.—Rev. and Mrs. Wm. Gauld and 4 children. For New York—Mrs. F. Palmer, and Mr. Dean Lung. For Trinidad—Mr. G. Lee Kang. For London—Major A. Yin, Lieut. G. F. H. Dickson, Lieut. Stebbing, Mrs. Eyre, and Mr. W. S. Roberts. From Yokohama for Vancouver—Mr. T. Remick. For London—Mr. and Mrs. W. Wallace, Mrs. and Miss Martin, Mrs. R. Cameron, Messrs. G. Soley and Martin.

SWATOW WEEKLY SHIPPING REPORT.

(3rd June, 1899.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
May 28	*Cheangchow*	Amoy	L.Y.S. & Co.
" 28	*Chwanshan*	"	B. & Co.
" 28	*Chiyuen*	Hongkong	C.M.S.N. Co.
" 28	*Kweilin*	W. & kiang	B. & S.
" 29	*Taiwan*	"	"
" 29	*Hailoong*	Hongkong	J. M. & Co.
" 29	*Maidzuru Maru*	Amoy	B. & Co.
" 30	*Haimun*	Amoy	J. M. & Co.
" 30	*Kaifong*	"	B. & S.
" 30	*Kwongsang*	W. & C'kiang	J. M. & Co.
" 31	*Formosa*	Hongkong	"
" 31	*Chow Tai*	Bangkok	B. & S.
" 31	*Siam*	Hongkong	B. & Co.
" 31	*Sendai Maru*	Shanghai	B. & Co.
" 31	*Sumidagawa*	Amoy	B. & Co.
" 31	*Jason*	"	B. & S.
June 1	*Glenfallock*	"	L. Y. S. Co.
" 1	*Pronto*	"	J. M. & Co.
" 2	*Haitan*	"	J. M. & Co.
" 2	*Thales*	Hongkong	"
" 2	*Tai Chang*	Deli	L. & M.
" 3	*Choysang*	Shanghai	L. Holsloop.
" 3	*Wingsang*	Hongkong	Y. M. & Co.
" 3	*Kaifgan*	Chinkiang	B. & S.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
May 28	*Wingsang*	Hongkong	J. M. & Co.
" 29	*Thales*	"	J. M. & Co.
" 29	*Hailoong*	Amoy	J. M. & Co.
" 29	*Chowfa*	Bangkok	B. & S.
" 29	*Nanyong*	Singapore	L. Y. & Co.
" 29	*Cheangchow*	"	L. Y. & Co.
" 29	*Chwanshan*	Shanghai	B. & Co.
" 29	*St. Hellens*	"	L. & H.
" 30	*Chiyuen*	"	C. M. S. N.
" 30	*Maidgara Maru*	Amoy	B. & Co.
" 30	*Dewawongse*	Bangkok	B. & S.
" 30	*Kweilin*	Shanghai	"
" 31	*Chowtai*	Hongkong	"
" 31	*Haimun*	Hongkong	J. M. & Co.
" 31	*Formosa*	Amoy	"
" 31	*Siam*	"	B. & C.
" 31	*Sumidagawa*	Hongkong	"
June 1	*Taiwan*	Shanghai	B. & S.
" 1	*Kaifong*	Amoy	"
" 1	*Sendai Maru*	Hongkong	B. & Co.
" 1	*Glenfallock*	Singapore	L.Y.S. & Co.
" 1	*Jason*	"	B. & S.
" 1	*Kwongsang*	Shanghai	J. M. & Co.
" 2	*Haitan*	Hongkong	"
" 2	*Thales*	Amoy	"
" 3		Hongkong	"

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
May 2	*Tai Cheong*	Deli	L. & H.
" 3	*Kaigan*	Chinkiang	B. & S.
" 3	*Choysang*	Shanghai	J. M. & Co.
" 3	*Wingsang*	Hongkong	J. M. & Co.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Olympia	Tacoma	To-morrow
Athenian	Moji	To-morrow
Bengal	Singapore	June 9th
Kosai Maru	Singapore	June 10th
Glenogle	Japan	June 13th
City of Peking	Japan	June 16th
Empress of India	Vancouver	June 18th
Gaelic	San Francisco	June 21st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on their forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Ambria	Havre, &c.	July 5th
America Maru	San Francisco, &c.	June 13th
Athenian	Pacific Coast, &c.	June 19th
Bamberg	Havre, &c.	June 11th
Bayern	Straits, &c.	July 19th
Belgian King	San Diego, &c.	July 1st
Bengal	Shanghai	June 9th
Bengloe	Japan	June 7th
Bermuda	Straits, &c.	June 11th
Carlisle City	San Diego, &c.	Aug. 26th
Carnarthenshire	San Diego, &c.	Aug. 1st
Ceylon	London	June 15th
China	San Francisco, &c.	July 18th
Chingtu	Sydney, &c.	June 17th
Chusan	London, &c.	June 10th
City of Peking	San Francisco, &c.	June 22nd
City of Rio	San Francisco, &c.	Aug. 12th
Columbia	Portland, &c.	July 8th
Coptic	San Francisco, &c.	Aug. 22nd
Deike Rickmers	New York, &c.	July 10th
Doric	San Francisco, &c.	July 25th
Emp. China	Vancouver, &c.	Aug. 9th
Emp. India	"	June 28th
Emp. Japan	"	July 19th
Esmeralda	Manila	June 9th
Futami Maru	Thursday Is., &c.	June 30th
Gaelic	San Francisco, &c.	July 1st
Glenogle	Victoria, B.C.	Aug. 8th
Haiching	Swatow, &c.	June 8th
Hiroshima Maru	Yokohama & Kobe	June 8th
Hongkong Maru	San Francisco, &c.	July 8th
Idomeneus	London, &c.	June 20th
Indrapura	New York, &c.	June 29th
Kamakura Maru	Kobe & Yokohama	June 7th
Kintuck	London, &c.	June 14th
Königsberg	Havre, &c.	June 14th
Kweiyang	Tientsin (Direct)	June 12th
Lightning	Singapore, &c.	June 10th
Maidzuru Maru	Swatow, &c.	June 11th
Mausang	Sandakan	June 13th
Mogul	Yokohama, &c.	June 7th
Nanyang	Swatow, &c.	June 9th
Ningpo	Takow	June 12th
Nippon Maru	San Francisco, &c.	Aug. 3rd.
Nordhayer	Havre, &c.	June 24th
Olympia	Victoria, B.C.	June 17th
Preussen	Singapore, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Aug. 16th
Queen Margaret	San Francisco	Qk. desp.
Riojun Maru	Seattle, &c.	June 29th
Rohilla	Japan	June 10th
Sachsen	Straits, &c.	June 21st
Sanuki Maru	Marseilles, &c.	June 15th
Sendai Maru	Vladivostock, &c.	June 8th
Socotra	Japan	June 19th
Tacoma	Victoria, B.C.	July 29th
Taiyuan	Port Darwin, &c.	June 15th
Thyria	San Diego, &c.	June 15th
Victoria	Victoria, B.C.	July 4th
Yangtsze	Shanghai, &c.	June 8th

PASSED THE CANAL.

Outward—2nd May—*Benglor. Aggi, John Adamson.* 5th May—*Tantalus.* 9th May—*Sarnia, Mogul, Tamarind.* 12th May—*King Edgar.* 18th May—*Darmstadt, Nector.* 19th May—*Benvoirlich, Diomed, Socotra.* 23rd May—*Caledonien, Braemar, Weimar.* 26th May—*Dardanus, Marionethshire, Ellen Rickmers.* 30th May—*Indralema, Olive Branch.*

Homeward—30th May—*Ernest Simons, Liv, Myrmidan, Babelsberg.*

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amnigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate:
Quality A.....$16
Quality B.....$12
10, QUEEN'S ROAD CENTRAL,
21] Opposite the Telegraph Office

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 12th instant, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 13th instant, and FRIDAY, the 16th instant, both days, at 10 a.m.

All claims must reach the undersigned before the 16th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 6th June, 1899. [765a

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMSHIPS.

FROM MIDDLESBORO', LONDON AND STRAITS.

THE Steamship

"GLENGYLE,"

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 8th instant will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 2nd June, 1899. [740a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 10th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 5th June, 1899. [729a

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 7th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 5th June, 1899 [761a

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 5th June, 1899. [1310

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE,"

FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th June, 1899 [760a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, AND LIVERPOOL.

THE Company's Steamship

"YANGTSZE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 6th June, 1899. [768a

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 7th June, 1899. [766a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YANGTSZE,"

H. Allen, Commander, will be despatched as above TO-MORROW, the 8th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 2nd June, 1899. [730a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain Cobban, will be despatched for the above Ports, on FRIDAY, the 9th instant, at 3 P.M.

This steamer has Superior Accomodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 5th June, 1899. [763a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain S. Belson, will be despatched for the above Ports, on SATURDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th June, 1899. [767a

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"MAIZURU MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th June, 1899. [758a

FOR SANDAKAN (DIRECT).

THE Company's Steamship

"MAUSANG,"

Captain Lake, will be despatched as above on TUESDAY, the 13th instant, at Noon.

Cargo for Kudat can be transhipped at Sandakan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th June, 1899. [757a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

Geo. W. Long, Commander, will be despatched as above on WEDNESDAY, the 14th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd June, 1899. [696a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on THURSDAY, the 15th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1899. [771a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS,"

Captain Riley, will be despatched as above on TUESDAY, the 20th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1899. [732a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"

Captain A. Norsfall, will be despatched as above on or about the 20th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 20th May, 1899. [686a

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or Crews of the following Vessels during their stay in Hongkong Harbours :—

GERARD C. TOBEY, American bark, from Seattle.—By Order.
QUEEN MARGARET, British ship, from Standard Oil Co.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU ..... S. Yoshizawa.....	KOBE and YOKOHAMA	TO-MORROW, 8th June, at 4 P.M.
SENDAI MARU ..... H. Petersen	VLADIVOSTOCK, (VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI	TO-MORROW, 8th June, at Noon.
SANUKI MARU..... W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 15th June, at 4 P.M.
MIIKE MARU ..... S. Kawamuro.....	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 13th June, at Noon.
RIOJUN MARU..... J. W. Ekstrand	SEATTLE, (WASH., U.S.A.,) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
FUTAMI MARU ..... C. Hillcoat.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th June, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 6th June, 1899. [6



SETTING UP OF DISTILLERIES

Rice — Corn — Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS

ECROT & CRANGÉ, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, **Scott's Emulsion** will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents. per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. 610a

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 11th May, 1896. [39

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED,)
26, 28 & 30, POTTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "ARLIE."

FRESH AUSTRALIAN CREAMERY BUTTER

ANOTHER LARGE CONSIGNMENT OF

50 CENTS per lb.

Hongkong, 23rd May, 1899. [389

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
Kunada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

KUHN & KOMOR,

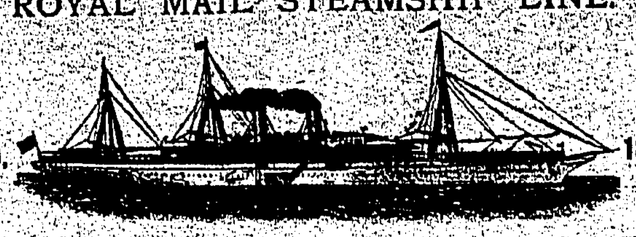
JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG.
35, WATER STREET, YOKOHAMA.
and
39, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [43

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Peddel's Street.

Hongkong, 7th June, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 13th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 8th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th June, 1899. [1310

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"ATHENIAN,"

3,882 tons gross register,

will be despatched on or about MONDAY, the 19th instant, for VICTORIA and VANCOUVER, VIA MOJI, KOBE, & YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN,
General Agent.

Hongkong, 2nd June, 1899. [1260



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th May, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia...	2,837	J. Truebridge ...	June 17.
Victoria ...	3,502	J. Panton.....	July 4.
Tacoma ...	2,811	A. Dixon.....	July 29.
Glenogle...	3,750	J. McGillivray...	Aug. 8.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia	2,976	N. Moncur.	July 8.
Monmouthshire	2,874	W.A.Evans	July 22.
Lennox	3,677	Williamson	Aug. 19.
Columbia	2,976	N. Moncur	Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 6th June, 1899. [4

FOR SAN FRANCISCO

THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 16th March, 1899. [1561

Mails.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.



(Freight Service.) *(East-Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

—*SUBJECT TO ALTERATION.*—

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG).	About 11th June.	Freight.
*KONIGSBERG.... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 14th June.	Freight and Passage.
*AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	5th July.	Freight.
DEIKE ..... RICKMERS	NEW YORK, via SUEZ CANAL.	About 10th July.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra	3,406	about	June 15
Belgian King ...	3,379	about	July 1
Carmarthenshire.	2,929	about	Aug. 1
Carlisle City.....	3,002	about	Aug. 26

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 30th May, 1899. [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 22nd June, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th June, 1899. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS,
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st July, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 25th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 22nd Aug., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th June, 1899. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Wednesday	21st June.
Bayern.....	Wednesday	19th July.
Prinz Heinrich..	Wednesday	16th Aug.
Preussen.....	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.

ON WEDNESDAY, the 21st day of June, 1899, at 9 A.M., the Company's Steamship SACHSEN, Captain Fr. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave the Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 19th June. Cargo and Specie will be received on board until 4 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed 1½ Cubic Feet in measurement.

The Steamer has splendid Accommodation for Passengers, Doctor and Stewardess.

Further particulars may be obtained from the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to the Agency of the Company, Queen's Building.

SCHOTT & Co.,
Agents.

Hongkong, 6th June, 1899. [1701

BY THE FRENCH MAIL.

FROM THE "PALL MALL."

May 5th.

This morning's accounts of the capture of the Samoan rebel stronghold at Vailima make exciting reading enough. Fortunately, however, the state of things described has now come to an end—at all events, for the time being. A truce has been proclaimed, a line has been drawn, and Matnafa and his people have agreed to keep on one side of it. We hope they will. When the international Commissioners arrive and take over the Government we shall be within measurable distance of an idea as to how it is all going to end; and, in the meantime, the best that we can hope for is that the combatants will abstain from further indulgence in useless bloodshed. What is the use of their cutting each other's throats when the final settlement of the quarrel depends upon the good will and pleasure of a third party—or, rather, of three third parties?

* * *

The following telegram from Zanzibar shows that the French Government will interfere with the slave traffic when facts are brought officially to their notice. The message, which is forwarded by Reuter, says:—The police, having obtained information that a Muscat dhow flying the French flag was about to sail with kidnapped slaves on board, informed the French Consul and requested that the boat might be searched by French officials, in conjunction with representatives of the Government. The request was at once complied with, and the authorities discovered twenty slaves in the hold, who were immediately freed. The captain and crew were arrested, and will be tried by the French court. The new French Consul is doing his best to assist the Government.

* * *

The market would not be happy till it got it, and it is not happy now. Lipton's dividend is decidedly disappointing, whichever way one looks at it. But if one result of it should be to lead investors to think twice before paying exorbitant sums for goodwill in the first instance, and secondly before assisting in placing the market quotations for securities at an absurd level, at least some advantage may result. It may confidently be anticipated, however, that the public will do neither, and may retort that, if they choose to pay high prices, it is not the affair of any one but themselves. Which is strictly true. The dividend distribution is at the rate of 12 per cent., making 17 per cent. for the year, and there is carried to reserve the sum of £45,000, to capital reserve £44,261, and in addition there is a carry-forward of £4,391. The market had been expecting 15 per cent. At the present price the yield works out at rather more than 3½ per cent.; surely none too much for an Ordinary share in a retail business, however well managed, which has to face increasing competition? To give Sir Thomas Lipton and his managers their due, there has been much energy in opening up new branches of trade, thanks in a great measure to grocers' licences.

* * *

Not the least satisfactory outcome of the meeting between the employers and the operative weavers the other day was the suggestion, which we believe was made on the part of the employers, for the formation of a conciliation board. As was contended in our editorial columns yesterday, whatever may be the probability of a satisfactory settlement on the basis of advanced wages, no lasting assurance of peace in the cotton trade will be obtained until the weavers have some sort of an arrangement with the masters on the terms of the Brooklands Agreement in the spinning trade. The master cotton spinners are, we believe, considering to-day the formation of a conciliation board in their industry, and whether the weaving trade adopts some such device or the lesser security of a working agreement, a tendency towards an easy solution of the difficult problems involved is necessary if the cotton industry is to be placed on a really satisfactory footing.

* * *

Some day perhaps, the various interest which are pulling in different directions in regard to Spanish finances, may come to the conclusion that concerted action and a little self-sacrifice are necessary if there is to be a satisfactory way out of the present dilemma. The Spanish Finance Minister contradicts the report that he intended taxing the External Debt. His plans, he says, vaguely enough, have never been discussed. So the "feeler" is still a matter for discussion. The French Government, it is reported, has intimated that it would regret to see either the External Debt taxed or the interest reduced. This is, of course, a hint in favour of French holders and the wirepullers of the Bank of Spain. But something of a radical nature has to be done if Spain is to be aided, and given a fair chance to restore her finances to a respectable condition, and it is impossible to be much impressed by the tactics adopted in working up Spanish bonds to a high level in order to give point to complaints against interest reduction. As we have advocated repeatedly, the only real solution seems to be a partial funding of interest payments.

* * *

In answer to questions in the House of Commons yesterday Mr. Chamberlain said,—My attention has been called to the fact that fifty Zulus have been brought to London from South Africa to be exhibited at a show called Savage South Africa. I understand that passes were given to them to travel to the Kimberley mines, but I am not informed whether they were led to believe that they were to be employed in the mines. I do not know whether native women have also been brought over for the same show. The Governments of the British colonies and the Dutch Republics in South Africa objected to the exportation of natives for the above purpose on the ground stated. A director of the British South Africa Company is understood to have taken part in promoting the scheme before the opposition of the High Commissioner was known. The Administrator at Bulawayo, on being informed of the objection of the High Commissioner, refused to sanction the proposal to convey Matabele to England. Her Majesty's Government have no power to compel the return of the natives to South Africa. I can only express my regret and disapproval of their introduction. I had not observed that the show was to be opened by the Duke of Cambridge, but I now propose to communicate with his Royal Highness immediately on the subject.

* * *

"Savage South Africa" has met with the disapproval of Mr. Chamberlain, and, on his showing, most deservedly. The importation of the Matabele appears to have been undertaken in spite of the objections of Sir Alfred Milner, and the Administrator of Bulawayo, and the Boer Government was also against the exploitation for show purposes of natives resident in the Transvaal. We do not know that the Executive of the South African Republic is particularly qualified to pose as humanitarian, because its supervision of the "boys" in the mines cannot be called paternal in any sense. Still the Matabele are not likely to gain moral tone—to put it mildly—by their invasion of South Kensington, even if a single Jap[an]ese sobriety on the part of one of them hardly justifies the severe censure of the promoters of the Earl's Court Exhibition. There is always the danger, too, that, after their contract has expired, they will be approached by unscrupulous agents and induced to join scandal. "penny gaffs." Thus was it some of Cetewayo's warriors who came over here and they deserved a worthier treatment at the hands of their conquerors.

* * *

Matters are getting a trifle mixed in the Transvaal. The other day a petition signed by over 20,000 Outlanders was forwarded to the Queen, urging the English Government to protect their interests. Now we have a counterblast from 9,000 other Outlanders. These people—British, American, German, French, Dutch, and otherwise—have presented a petition to the Transvaal Government. In it they deny the allegation of the other petitioners that the "Honourable Government of the South African Republic," gives no protection to life or property, and that their lives and property are in jeopardy. They also deny that the general administration is bad and detrimental for them and for the country. These 9,000 petitioners go on to say that they have gathered "from very reliable sources" that the petition to the Queen has been caused by capitalists, not by the public, and that if capitalists attain their object it will be detrimental to the whole public, "including Outlanders." Of course it follows that your petitioners wish to give your Honour the fullest assurance that they are perfectly satisfied with the Government of this State and with the administration thereof, and that we wish to have no other Government." The *Times* correspondent at Johannesburg has a very different tale to tell. He says in a telegram despatched yesterday:—Johannesburg urges with the utmost persistency that the Imperial Government must be recognized as a factor in the solution in order that there may be a guarantee for the fulfilment of the Boer promises. Public opinion is shaping in favour of a demand for full franchise after five years' residence with, possibly, property and education tests and a moderate redistribution, giving the Rand a representation less than it is entitled to by its numbers and thus not swamping the Boers. Modification of the oath of allegiance is essential, otherwise British subjects will refuse to see the present corrupt *régime* strengthened. The Outlanders, according to published figures, form two-thirds of the population, but there is evidence to show that their numbers have been underrated. Capital and labour are co-operating in spite of the efforts of the Government organs to sow dissension. When I arrived here some months ago I thought that time was on the side of the Outlanders and that there was room for patience, but I am now compelled to abandon the theory. The Government is not a Boer oligarchy but a despotic ring. The virus of Krugerism is spreading throughout South Africa. The *régime* is converting the Boers into a race of parasites living on doles. The Government is filling Johannesburg with Polish Jews and others who live on the illicit liquor traffic, overlooking conditions which permanently demoralize the community. The result would be to introduce a *régime* worse than Tammany.

A CHILD'S EARNINGS ON THE STAGE.

The County Court is a capital place in which to learn the earnings of people following the various occupations of life. In the course of a case heard in the Westminster court on May 3rd, an action for damages for breach of contract, it was proved that a youngster of ten drew a salary of £4 a week when playing in "Macbeth" at the Lyceum under Mr. Forbes Robertson. Later he was engaged for a pantomime at a different theatre at a salary of £4.10s. At this rate the boy can look forward to a life of easy comfort.

A CARGO OF CANNON BALLS.

A mysterious cargo is carried by a steamer that has just come into the Clyde. The *Guaditano*, 1,100 tons register, has arrived safely at Glasgow laden with cannon balls, which vary in size and weight from three to one hundred pounds avoirdupois. Authoritative information anent the ship and the mission of the missiles begins and ends with the statement that Havana was the port of shipment. Regarding the present and prospective ownership of the queer cargo surmises of all sorts are current. The common story is that the Spaniards had "intended" to use the balls in the defence of Havana, had the oportunity offered, and, failing that, they have been shipped to Scotland for more peaceful and profitable purposes. In fine, the freight is intended to be disposed of to a foundry.

COLONIAL TROOPERS IN LONDON.

AN INCIDENT ON THE STREET.

The number of Colonial troopers that one can see in the streets just now suggests that, although they have come over from Australia expressly for six months strict service, the War Office recognizes that all work and no play is poor business, and the men are, therefore, to be allowed a certain measure of sight-seeing. One of the troopers, whose acquaintance with the City was evidently very limited, asked, a constable for some direction, and the police officer spent some time in giving him elaborate instructions. As the soldier moved away he tried to slip something into the constable's hand. "No thanks," said the policeman, evidently himself an old soldier, "but I should like to shake hands." And they shook!

BILLIARDS.

WHO IS REALLY THE CHAMPION?

Who is the billiard champion? After the decisive manner in which Roberts defeated Dawson it seems folly to ask the question. Roberts's recent action against the proprietors of the *Sportsman*, however, together with the comments of the judge before whom it was tried, have imparted a slightly different aspect to the matter. Dawson claims that the title was not at stake in the recent match and that as he had won it in a competition open to all comers he has still the right to advertise himself as champion. If the Huddersfield man rested content with the bare assertion, he would probably not receive much public sympathy, although there are precedents for his action in other branches of sport. However, he goes further. His backer, Mr. J. A. Woolven, of Huddersfield has stated to a Press representative that Dawson is quite prepared to accept a challenge from Roberts for the championship, and goes so far as to express complete confidence in the ability of the former to win. Mr. Woolven points out that if such a match was made there would be no quibble about "neutral halls" or other matters, as the whole of the arrangements would be in the hands of the Billiard Association. It is just that latter point that may prevent Roberts issuing a challenge. Another thing should he do so it would be a tacit admission that Dawson is now champion.

THE ANGLO-RUSSIAN AGREEMENT.

VIEWS OF THE FRENCH PRESS.

The Paris newspapers contain some interesting columents on the Anglo-Russian agreement. "Wilson" (M. Valfrey), writing in the *Figaro*, asks, says Reuter, where is Great Britain's success? and declares that France has the less reason to complain of British diplomacy because it is in no way to the interest of France that the relations between London and St. Petersburg should continue strained. "Great Britain," he continues, "has not the strength to restore her preponderance in Northern China. It is Russia that is mistress in Peking. There is still little enough enthusiasm among us for Lord Salisbury, and yet it was to his intervention, supported by that of Queen Victoria, that we owe the pacific issue of the Fashoda affair. Lord Salisbury is a statesman of the Positivist school, who seeks to solve all difficulties separately. The British Foreign Office has effected an appreciable evolution which has relieved Europe and has strengthened the general peace. We hope that Lord Salisbury will retain the direction of public affairs during the three years which appear still to be allotted him. His succession by Mr. Chamberlain would be a cause for anxiety."

M. de Kerohant, in an article on the agreement in the *Soleil* says:—"It is the partition of the Chinese Empire that is beginning, and in it Great Britain allots to herself the lion's share. This agreement does not settle all the questions that may lead to differences between Great Britain and Russia in China, but it prevents any collision. It was fortunate for us that M. Delcassé was able to conclude the negotiations with Lord Salisbury regarding Central Africa as rapidly as he did, for we should not have obtained so satisfactory an arrangement if Great Britain had had no fear of complications with Russia in China."

THE SUPPLY OF ENGLISH SEAMEN.

NAVY LEAGUE DEPUTATION.

A CRITICISM BY MR. RITCHIE.

A deputation from the Navy League was received by the First Lord of the Admiralty and the President of the Board of Trade at the Board of Trade offices, Whitehall, on 4th May.

The deputation, which was introduced by Colonel Sir Edward Gourley, M.P., included members of the House of Commons, representatives of the County Council and of the Navy League. Sir Charles Dilke was also present, but he did not speak.

Sir Edward Gourley asked, on behalf of the deputation, that the Government should increase the popularity of the merchant service by establishing ships in which to train boys. He pointed out that the decrease in the number of British-born sailors was bad from a national point of view as well as from an economic one, because it rendered an efficient provision of men for the Naval Reserve impossible.

Mr. Goschen interrupting, said the Admiralty were easily able to get what they wanted for the Naval Reserve.

Mr. J. H. Yoxall, M.P., then outlined the scheme that commended itself to the Naval League, in which it was proposed to establish training ships around the coast at the cost of the State and offer scholarships from the County Councils and other bodies. He argued that boys of respectable parentage who desired to go to sea in the mercantile service had not the opportunities for technical training that were afforded to boys who had broken the law and was sent from industrial schools and reformatories. The scheme also suggested the payment of a subsidy to the shipowners who carried these boys, and there was a stipulation that they enlisted in the Naval Reserve.

Colonel Sandys spoke of the employment of seamen, and Mr. C. MacArthur, M.P., pleaded for a pension fund for mercantile sailors. Mr. W. L. Ainslie also dealt with the question.

Mr. Ritchie, in his reply, said he had had some difficulty when the deputation was first proposed as to whether its members should have made their representations to the Navy or to the Mercantile Marine, and he was bound to say that he was somewhat in the same difficulty. Important as the deputation was, he did not think it could be said to be one of a very representative character, either from the point of view of the Navy, or of that of the mercantile marine. His right hon. friend and himself hoped and expected that some of the representative shipowners would have been present, but, with the exception of Sir Edward Gourley, they had no great shipowners. When this matter had been discussed before they had heard all the leading shipowners on the subject. Neither had any of the gentlemen who had spoken been representative of those who had taken a prominent interest in naval matters. He thought he might take it for granted, especially from the observations that had fallen from the First Lord of the Admiralty, that there was no apprehension whatever as to the efficiency of the Navy or of the Reserve. He must, therefore, deal with the representations of the deputation from the point of view of the mercantile marine. So far as the strength of the Naval Reserve was concerned, it was not a limit imposed upon the authorities by the number of those desirous of entering, but was a limit placed upon it by Parliament. He had not the slightest doubt that if Parliament removed that limit they would have quite as many men entering as they required. (Mr. Goschen: Or that we could train.) There was a very large Naval Reserve in the fishing population, and the number of those employed in fishing vessels in the United Kingdom was over 100,000 men and boys. On the other hand, he thought it was of the greatest importance that there should be a plentiful supply of British seamen available for service on board the mercantile fleet. It was not a satisfactory thing that the number of British-born subjects on shipboard had decreased as much as it had. But the large number of foreigners in the mercantile marine was not mainly due to the deficiency in the supply of the British-born sailor, but because the shipowner preferred in many cases the foreigner. The Danes and Swedes were excellent seamen, and shipowners often said they were more amenable to discipline. The Government had made a proposition last Session in regard to increasing the number of British-born sailors, but it was much too soon to judge what the effect was. So far the result had not been so favourable as was expected, because the shipowners said that the contribution under the Act was not sufficient inducement to take on board untrained boys.

The owners never seemed to think, continued Mr. Ritchie, that they should bear some share or that they were bound to help in the matter. He did not think that was the right way to regard it, but he was glad to think there were signs of a change of feeling. The proposition that had been made that day had evidently not been thoroughly thought out. No one was able to give an estimate of what the cost would be. There was only one point of agreement—that, whatever the expense, no part of it should fall on the shipowners. The suggestion was that the Government should take the raw material and set up ten or twelve training-ships on various parts of the coast, from which the owners could draw their crews. The Government were to hand over this trained machine to the shipowner and not ask him for any part of the cost, but to pay him to take it—£12 for the first year, £9 for the second, £6 for the third—though it was perfectly well known that within a year a boy, efficiently trained, made an extremely good seaman for many purposes. He must decline to put the scheme before the House of Commons. If he did the House would not assent to it, and he was sure the Chancellor of the Exchequer would not hear of it for a moment. Surely it was only right that they should wait to see what was the result of the Act passed last Session. As to the pension scheme, there had been no statistics of cost put before him, and he pointed out that every man in the Naval Reserve became entitled to a pension at sixty. Mr. Goschen and himself had had no details of the scheme at all.

Mr. Goschen, acting on his intimation that he regarded the deputation as being to Mr. Ritchie and not to himself, made no rejoinder and the deputation withdrew.

NEW WAY OF RECRUITING.

WAR OFFICE AND VOLUNTEER STAFF SERGEANTS.

The War Office has again distinguished itself by the issue of a singularly inept circular to the sergeant-instructors of volunteer battalions.

These sergeant-instructors are non-commissioned officers who are lent from various line regiments to volunteer battalions. They drill the volunteers, put them through their musketry classes, and, in a word, bring to civilian soldiering that expert knowledge and intimate acquaintance with military matters which a touch with service in the line can alone impart. They are the very backbone of our civilian army.

There are three or four of these sergeant-instructors to each volunteer battalion. Their pay is good, but their work is almost unceasing, for, in addition to drilling their men, &c., they have a vast quantity of clerical work to get through.

"SERGEANTS' SLACKNESS."

And now the War Office has sent a circular to these sergeant-instructors complaining of their slackness in bringing up recruits for the ranks of the regular army. In addition to their other duties the sergeant-instructors, it appears, are expected to feed the regular ranks with young volunteers who may wax enthusiastic over soldiering. That these officers have not done this rebounds to their credit. But it is distinctly to the discredit of the War Office that it should have contemplated this most insidious and dishonest method of filling up the ranks of the regulars. The idea, it is clear, is that these staff-sergeants coax, cajole, and wheedle the boys passing through their hands into taking the Queen's shilling.

A *Morning Leader* reporter saw the colonel commandant of one of the crack Metropolitan volunteer regiments. The colonel first stipulated that his name should not be mentioned, and a promise to that effect being given, he at once went on to denounce the circular in very emphatic terms.

"The War Office is simply trying to bully our staff-sergeants into getting recruits for the line by hook or by crook. It threatens them with deprivation of their present positions with their respective volunteer battalions unless they deliberately abuse those positions by covertly inducing young volunteers to enlist with the regulars.

VOLUNTEER COLONEL'S CONDEMNATION.

"What do volunteer colonels think of the circular? Well here is a letter to me from a volunteer officer who is in the House of Lords. 'The circular is an outrage,' he says, 'and must be resisted at all costs.' Another letter from a volunteer officer, who is an M.P.: 'The circular is scandalous and will produce an awful row.' Those two expressions of opinion may be taken as typical of the feeling in volunteer circles on the subject of this circular.

"Personally, I object very strongly to the idea that our staff-sergeants should be employed in snapping up recruits. The volunteer service was never intended as a feeder for the regulars. And then it is so dishonest. A father lets his son join a volunteer corps. Now, that father has it in his mind to give his son a profession, say; and the last thing in the world to which he would consent would be to let his boy take the shilling. But, at the instance and precise instruction of the War Office, our staff-sergeants are to prompt and urge the boy to enlist, and before the father knows of it his son is in the army.

QUESTION TO BE RAISED IN PARLIAMENT.

"A queer policy for the War Office to follow, isn't it? And when it gets wind that the staff-sergeants of the volunteer battalions are nothing but recruiting sergeants in disguise, the popularity of the volunteer movement will be much enhanced, won't it?

"Again, our sergeant-instructors have as much work as they can possibly do at present. In my battalion we have to pay for extra clerical work; our staff-sergeants, four in number, cannot keep up with the heavy work of their position. These sergeants were sent to us for a specific purpose, and it is intolerable that the War Office should interfere. The whole question, however, will be raised in Parliament very shortly. If that circular be not at once withdrawn there will be trouble, I can tell you, and any amount of commissions in the volunteers going a-begging."

"INFERNO" OF BLOOMERS.

LADY HARBURTON'S REPLY TO LORD SALISBURY.

Lord Salisbury at the Academy banquet last Saturday said: "My belief is that if there was any Dante to write an artistic 'Inferno' its lowest circle would be tenanted by the ladies who dress themselves in the bicycle skirt or knickerbockers."

This has stirred up Lady Harburton, who in an interview with a representative of the Central News said: "One reads Lord Salisbury's remarks with some amazement. Evidently the outline presented by some cycling skirts and rationals is not what his lordship happens to consider graceful, and such forms as do not come up to a certain ideal standard are to be relegated to a place at once low and warm!

ONE FOR HIS LORDSHIP.

"But let the members of the Rational Dress League and others take heart, for when we consider the popular pictures of the noble lord himself, smothered in great coats and in outline otherwise unlike representations of the Apollo Belvedere, we may be sure that wherever we are there also will he be.

"The place to which he would consign us may be warm, but, at least, it will not be dull, for our witty Premier will be present to cheer us with some of his delightful comments on passing events.

"In the meantime, let us look with calm collectedness at the position women's dress is beginning to assume in the public mind. If skirted dress, with its attendant disgusting nakedness for evening wear is really so charming and desirable it seems strange that it should require so much bolstering up on all sides to prevent a revolution.

PUBLIC FEELING CHANGING.

"That the dresses worn for cycling are not necessarily indecent because made on a new principle is now admitted on all hands. Rude remarks, and things of that sort, become, therefore, a distinct interference with individual liberty, and signs are not wanting on the part of the public that the day of insults to women because they prefer to cycle in a dress which enables them to do so in comfort and safety is nearly over.

"So perhaps Lord Salisbury may find himself frequently in the company of cycling skirts and knickerbockers, even without going to such a far off place as he hinted at in his speech."

MRS. LORD GEORGE SANGER.

FUNERAL AT MARGATE OF THE WIFE OF THE CELEBRATED SHOWMAN.

The interment took place on May 4th at Margate Cemetery of the remains of Mrs. Lord George Sanger, the wife of that pioneer of successful showmen, Lord George Sanger. The funeral took place from the Hall-by-the-Sea, and was attended by a very large number of the relatives and friends of the deceased lady and the cortege was joined by the local political associations.

The late Mrs. Sanger had all her life been before the public as an entertainer, and had during her nearly 50 years of married life been the counsellor of her husband, whose success has been added to by her indomitable energy. She was born of a good old showman stock, her father being Henry Chapman, well known in the forties as a travelling showman, and one of the oldest on the road.

In her time she had taken part in many public functions, being present, as Britannia riding beside the living lion, at the procession given in honour of the recovery of the Prince of Wales, and later, at the time of the marriage of the Duke of Edinburgh, she took a leading part in the procession arranged for the occasion.

As recently as last year she appeared before the Queen at Windsor, and was made the recipient of a diamond and sapphire pendant.

"OLD DRURY."

IS BEING IMPROVED AT A COST OF FIFTEEN THOUSAND.

"Old Drury" is now undergoing a number of improvements which bid fair to make it not only the largest, but the most completely equipped theatre in the whole world.

Between the rear of the theatre and Drury-lane there used to be a considerable bare space, and upon this a new block of buildings is being raised. This will include, according to Mr. Pilditch, the architect:

1. A very large paint-room, fitted with all the most modern appliances. This room, of course, will be used for scenery-painting.

2. A new ballet-room paved with a wood-block floor, and about 40ft. square. In this room the nimble-footed fairies of the ballet will be able to trip it daily by way of rehearsal.

3. A carpenter's shop, the same size as the ballet-room.

4. A new scene dock, in which will be stored all the scenery belonging to the theatre.

5. Two new exits from the large passage-way which is left between the stage department and the department now erected.

6. Large blocks of flats and shops.

7. A new wardrobe store where the actors and actresses will be measured for their dresses.

The improvements, which are expected to cost some £15,000, will add enormously to the comfort of many engaged in the theatre, whilst they will also, it is hoped, reduce the general expenses, and enable much finer stage effects to be produced than even those which have made successive generations of pittites gasp with astonishment and delight. The new building, with its front of red brick and stone dressing, will present a very pleasant appearance.

PACIFIC CABLE REPORT.

COMMITTEE EXPECT IT TO YIELD A PROFIT AFTER FOUR YEARS.

The report of the Pacific Cable Committee, which was appointed in June last, is now issued.

The committee recommend that the route should be from Vancouver via Fanning or Palmyra Island, Fiji and Norfolk Island, with branches from the last-named station to Queensland and New Zealand.

In consideration of the opinion also expressed, that a duplicate cable should be laid at the earliest possible moment, the committee have arrived at the conclusion that a core over the long section from Vancouver to Fanning Island of 5521h. copper and 3681b. gutta-percha will be sufficient.

On the assumption that this recommendation is adopted, and taking the total annual expenditure at £144,887, and the increase of business at 10 per cent. per annum on 750,000 words in 1896, a Pacific cable would, if it came into actual work on 1st January, 1900, earn £178,437 in its first year of working if the rate obtained by it per word were 3s. 3d., thus leaving a credit balance on the first year's working of £33,550. If the rate per word were reduced to 2s., in the year 1900 it would earn £109,107; in 1901, £120,788; in 1902, £132,887; and in 1903, £146,153. It would thus become a paying concern during the fourth year of working.

The committee are of opinion that the cable should be owned and worked by the Governments interested, and that the general direction should be in the hands of a manager in London, under the control of a small board, on which the associated Governments would be represented.

PARR'S BANK ROBBERY.

Three of the £100 notes stolen from Parr's Bank were presented at the Bank of England on the 28th April. The notes were recognised, and the men who presented them were arrested.

THE "ENDYMION."

The *Endymion* cruiser now attached to the Medway Fleet Reserve, Chatham, is ordered to be brought forward at Chatham for commission in June next. She is to relieve the *Grafton* on the China station.

WIRELESS TELERGPHY.

Wireless telegraphy has justified itself in a very practical way. During a fog the steamer *R. F. Matthews* outward bound from London ran into the East Goodwin Lightship which is installed with Marconi's wireless telegraphy apparatus. By this means the facts were at once communicated to the South Foreland Lighthouse, twelve miles distant, and a tug and a lifeboat were ordered from Ramsgate. Messages were freely transmitted between lightship and lighthouse and all chance of a more serious result was thus avoided.

PENNY POSTAGE.

Germany has established penny postage between the mother country and the Colonies and between colony and colony. This is, in principle at least, a more sweeping measure than the British. It is a new link in chain of logic that must lead to universal penny postage at no distant date. Now that it is possible to send a letter from Berlin to Kiaochow for a penny, it will be impossible to go on for ever charging 2½d. for a letter between Berlin and London.

A BIG FIRE.

News is to hand from Kiel, the great German naval port, that Germania's wharf has destroyed by fire. The wharf was bought a few years ago by the well-known ironmaster Friedrich Krupp, of Essen, who at present has three men-of-war on the stocks there. The fire broke out at about ten o'clock in one of the buildings and was caused presumably by one of the electric light wires. As all the navy vessels at once sent hundreds of blue-jackets, and the fire brigades came from all directions, the three vessels, of which a large German ironclad and a Russian cruiser are nearly finished, were saved, but all the buildings with their valuable contents were entirely destroyed as it blew a strong breeze at the time.

A MASTER MARINER'S LIEN RIGHTS.

FUN ON THE "GARNET HILL."

Sitting in his Admiralty Jurisdiction on 31st, at Shanghai, Sir, Nicholas J. Hanne Chief Justice of the British Supreme had before him the suit of John Robert Di v. Robert J. Robinson.

Mr. Nelson represented the plaintiff, a defendant appeared in person.

The plaintiff is John Robert Dickso Glasgow who is the registered owner o *Garnet Hill*, the four-masted barque, now in the Old Dock, and which, experience weather across from Portland, Oregon, defendant is the master of the vessel, an suit has been instituted to "dispossess" h consequence of certain allegations which been made against him in the course duties as master.

The proceedings came before the Cou a notice of motion by Counsel for the pla for an interlocutory injunction restrainin defendant from applying for the usual Cu clearance for the vessel; from pledging credit of the barque, and from removing ship from the port of Shanghai outside jurisdiction of the Court, until the trial of action, or the further order of the Co There was also another condition of restr in the notice of motion, but which cou said he would withdraw, and that was restrain the defendant from exercising power and duties of master of the said vess

Mr. Nelson, in moving the Court, said he presented John Robert Dickson (through attorney, Captain William Roberts), who the owner of the *Garnet Hill*. The vessel now undergoing repair, and would be ready understood, to go to sea in a short time. action had been commenced against the Ca tain by reason of instructions from the ow who desired that he should give up comma of the vessel to Captain Roberts. That prac cally meant that they did not want the Capt in the ship until after the trial of the actio They did not want the ship to go away fr this port just now, for by so doing she wo go to Portland, Oregon, where they were afra some amount of injury might attend her, a if anything should happen to the vessel her s surances would be affected.

Counsel here read an affidavit filed in suppo of the motion, and said that the Mercha Shipping Act, and the Common Law under t ordinary practice gave them the right to remo the master at any time they liked. The maste always had his right of action against them f salary and damages. He (Mr. Nelson) did n see how the defendant could be prejudiced b the granting of the application. Captain Ro binson was only on board on sufferance, a though his name was on the register of the sh as master, and in that capacity was able to do great many things. He might, for instanc mortgage the ship or do almost anything wit her.

Counsel here cited a dictum of Cottan L on applications for interlocutory injunctions i *Preston vs. Luck* reported in 27 Chancery Division P. 504, where the learned Judge held that the plaintiff was entitled to restrain the defendant from dealing with a patent. Upon that ruling he (Mr. Nelson) contended that under the Merchant Shipping Act they were entitled to dismiss the master at any time. Upon their petition they had grave grounds of action, and there was a very serious question to try in the case. His client was sole owner of the ship and as such had the right to dismiss the master for any cause whatever, and the captain of course had his right against them at common law. Counsel here quoted from Kay's Law of Shipmasters and Seamen and Ed. Sec. 18 where it was laid down that as a general rule the right to remove the master was vested in and might be exercised by those who had the right of appointment. In the absence of an agreement to the contrary or of very unusual circumstances, he was entitled to reasonable notice before dismissal, and it seemed that conversely he was bound to give reasonable notice to the owners before resigning his command. Where he sought to retain possession of the ship against the will of the owner proceedings might be taken against him for the purpose of dispossessing him. In such cases if the master was not a part owner all that the Court required was that the majority of owners should declare their disinclination to continue him into possession, but if he was a part owner some special reason for dispossessing him—*e.g.* irregularity in his accounts with his owners—should be shown. It was not competent for the master to dispute the title of the registered owners, and allege it was in other persons.

Counsel was about to read the petition to the Court when his Lordship said there was no necessity for it. There was no doubt that the owners had a right to dismiss the master under ordinary circumstance, and *prima facie* had a right to say who should be master of their own ship.

Addressing the defendant his Lordship said: This is an application to keep things as they are until the whole thing has been heard. You will have an opportunity of disputing the petition at a future time. The only thing they want me to do now is to make an order to keep thing *in statu quo*.

Defendant: I have a letter in my pocket stating that I was to keep command of the ship till the end of the voyage. I have got the sum of £500 invested in the vessel.

His Lordship: They do not desire that you should leave the vessel, but that you should not take the vessel away (addressing Mr. Nelson) I think it's a little prejudging the case by saying he has no right to pledge the ship's credit.

The defendant said he had no desire to take the vessel away or pledge her credit, and the order for the interlocutory injunction was therefore drawn up in those terms.

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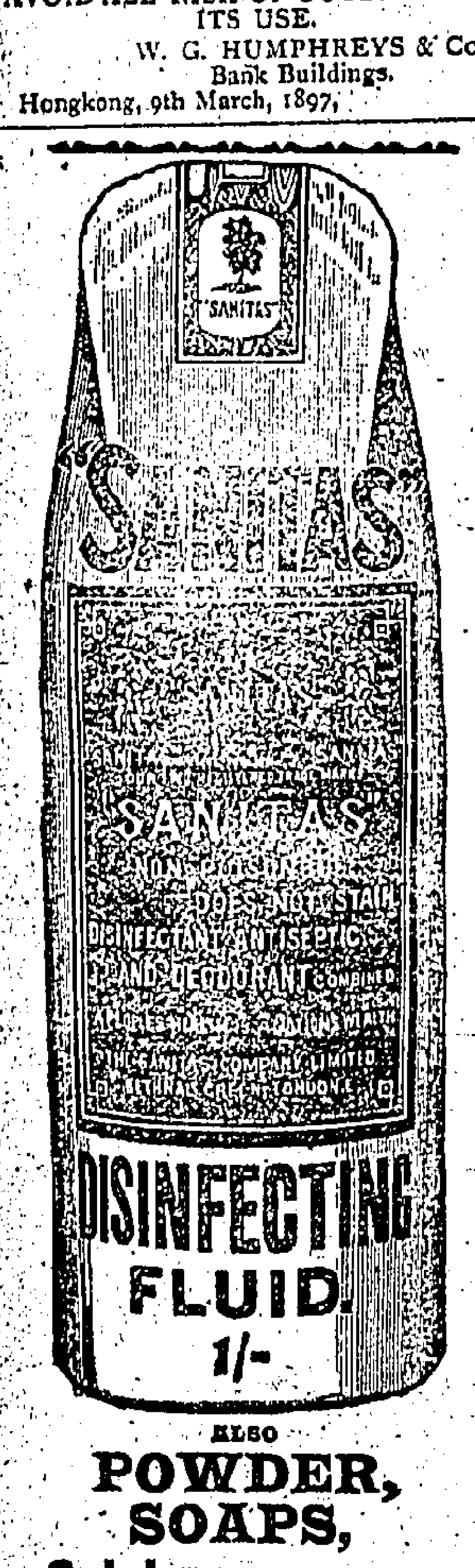
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(June 7th.)

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The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$21.
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Marine Insurances.

Union Insurance Society of Canton, Ld.—$230 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 190.
Yangtsze Insurance Assoc. Ld.—$114.
Canton Insurance Office, Ld.—$140 sellers.
Straits Insurance Co., Ld.—$4½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$315.
China Fire Ins. Co., Ld.—$85.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29.
Indo-China Steam Navigation Company, Ld.—$70.
China and Manila S.S. Co., Ld.—$80.
Douglas Steamship Co., Ld.—$58½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$13½.

Refineries.

China Sugar Refining Co., Ld.—$175.
Luzon Sugar Refining Co., Ld.—$58.

Mining.

Punjom Mining Co., Ld.—$10.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$200.
Queen Mines, Limited—$0.55.
Selebu Mining and Trading Co., Ld.—$10½.
Raub A'lian Gold Mining Co., Ld.—$60½ sales.
Olivers Freehold Mines, Ld.—(A) $6.
Olivers Freehold Mines, Ld.—(B) $4.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—400 per cent. prem.
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Wanchai Warehouse and Storage Co., Ld.—$41.
New Amoy Dock Co., Ld.—$15½.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$9.75.
Hongkong Land Investment and Agency Co., Ld.—$86.
Kowloon Land and Building Co., Ld.—$24 buyers.
West Point Building Co., Ld.—$29.
Hongkong Hotel Co., Ld.—$91.
Humphrey's Estate and Finance Co., Ld.—$10.20 buyers.

Miscellaneous.

Green Island Cement Co., Ld.—$27½.
China-Borneo Co., Limited—5 buyers.
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Hongkong Electric Co., Limited—$12½.
Hongkong and China Gas Co., Ld.—$126.
Hongkong Rope Manufacturing Co., Ld.—$170.
Geo. Fenwick & Co., Ld.—$40.
Hongkong Ice Co., Ld.—$112.
Hongkong High Level-Tramways Co., Ld.—$142½.
Dairy Farm Co., Limited—$4½.
Hongkong & China Bakery Co., Ld.—$33 sellers.
Campbell, Moore & Co., Ld.—$11.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
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Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$84.
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" Credits, 4 months' sight......2.52
ON NEW YORK, Bank Bills, on demand..48½
" Credits, 30 days' sight 48¾
ON BOMBAY Telegraphic Transfer......147½
" On demand 148
ON SHANGHAI, Telegraphic Transfer ...72½
" Private, 30 days' sight 73¼
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VESSELS IN PORT.

Steamers.

AGOI, Norwegian steamer, 2,129, Hathberg, 4th June,—New York and Columbia 19th May, General.—Arnhold, Karberg & Co.
AMERICA MARU, Japanese steamer, 6,210, W. H. Cope, 3rd June,—San Francisco 6th May, Honolulu 14th, Yokohama 26th, Kobe 27th, Nagasaki 29th, and Shanghai 1st June, Mails and General.—J. S. Van Buren.
BARON ARDROSSAN, British steamer, 1,829, I. Y. Mitchell, 1st June,—Batoum 21st April, Petroleum.—Arnhold, Karberg & Co.
BOGSTAD, Norwegian steamer, 1,970, Gullicksen, 25th May,—New York 24th March, Petroleum.—Standard Oil Co.
CLARA, German steamer, 675, A. Hansen, 4th June,—Haiphong 1st June, and Hoihow 3rd, General.—Jebsen & Co.
DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.,—Manila 16th January.
DOVO MARU, Japanese steamer, 1,321, M. Sakata, 4th June,—Saigon 31st May, Rice.—Dodwell & Co.
ELAX, British steamer, 2,612, E. S. Baker, 6th June,—Batoum 24th April, Petroleum.—Arnhold, Karberg & Co.
GLOUCESTER CITY, British steamer, 1,409, Nilsen, 28th May,—Saigon 24th May, Rice.—Dodwell & Co.
GODAVERY, French steamer, 713, Orsini, 1st April,—Saigon 25th March, General.—Chinese.
HAICHING, British steamer, 1,267, A. E. Hodgins, 6th June,—Tamsui 2nd June, and Amoy 5th, General.—Douglas Lapraik & Co.
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshisawa, 5th June,—Bombay 8th May, and Singapore 31st, Cotton Twist.—Nippon Yusen Kaisha.
HUPEH, British steamer, 1,894, G. Ramsay, 4th June,—Iloilo 31st May, Sugar.—Butterfield & Swire.
KUMSANG, British steamer, 2,075, Hay, 24th May,—Kuratsu 19th May, Coal.—Jardine, Matheson & Co.
LIGHTNING, British steamer, 2,122, S. Belson, 4th June,—Calcutta 18th May, Penang and Singapore 29th, General.—David Sassoon Sons & Co.
MAUSANG, British steamer, 1,643, P. M. B. Lake, 3rd June,—Sandakan 28th May, Timber.—Jardine, Matheson & Co.
MENMUIR, British steamer, 1,980, S. J. George, 5th June,—Sydney 13th May, Port Darwin 24th, and Manila 2nd June, General.—Gibb, Livingston & Co.
PAKSHAN, British steamer, 1,235, J. Jenkins, 2nd June,—Bangkok 25th May, Rice.—Bradley & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, Pigot, 4th June,—Bangkok and Koh-si-chang 29th May, Rice.—Yuen Fat Hong.
PHRA NANG, British steamer, 1,021, W. H. Watton, 2nd June,—Bangkok 25th May, and Koh-si-chang 27th, Rice and General.—Yuen Fat Hong.
PROPONTIS, British str., 1,390, R. Crawford, 3rd June,—Saigon 29th May, Rice and General.—Heung Sing Steamship Co.
SENDAI MARU, Japanese steamer, 1,716, H. Petersen, 2nd June,—Swatow 1st June, General.—Nippon Yusen Kaisha.
SISHAN, British steamer, 845, A. Jones, 5th June,—Saigon 1st June, General.—Bradley & Co.
SUMIDAGAWA MARU, Japanese steamer, 460, S. Namaka, 5th June,——, General.—Mitsui Bussan Kaisha.
SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May,—Manila 7th May, General.—Butterfield & Swire.
TRITOS, German steamer, 1,033, W. A. Dinse, 5th June,—Saigon 31st May, Rice and General.—Siemssen & Co.
VORTIGERN, British steamer, 1,982, Fairweather, 6th June,—Amoy 4th June, General.—Order.
YANGTSZE, British steamer, 2,840, Allan, 6th June,—Glasgow and Singapore 1st June, General.—Holliday, Wise & Co.
YEDO MARU, Japanese steamer, 1,068, S. Saito, 20th May,—Saigon 26th May, Rice.—Dodwell & Co.

Sailing Vessels.

EVIE J. RAY, American bark, 918, Kasten, 11th May,—Singapore 12th April, Timber.—Sander, Wieler & Co.
G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.
HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,—Tacoma 12th Jan., Timber.—Master.
KASCUISKO, British ship, 1,192, Lewies, 25th Jan.,—Newcastle 19th November, Coal.—Master.
QUEEN MARGARET, American ship, 1,999, Fraser, 5th Mar.,—New York 17th Sept., Kerosine Oil.—Standard Oil Co.
SOFALA, British 4-mast ship, 2,160, Thomas Auld, 30th May,—New York 29th Jan., Case Oil.—Standard Oil Co.
WILLY KICKMERS, German 4-mast bark, 1,968, A. Wiechert, 12th May,—Cardiff 16th Dec., Coal.—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 7th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Yokohama.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomerie, Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Wei-hai-wei.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, Wei-hai-wei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Manila.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Captain G. Callaghan, Amoy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Wei-hai-wei.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. P. S. St. John, Manila.
Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Wei-hai-wei.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. Green, Manila.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. Y. De M. Cowper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Hongkong.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama.
Waterwitch, surveying vessel, 620 tons, Commander W. F. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 5 second-class boats.

Miscellaneous.

Amerigo Vespucci, Italian cruiser, 1,200 tons, Capt. Zezi, Hongkong.
Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Jullan, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.
Saida, Austrian cruiser, 2,350 tons, Capt. Guarde, Shanghai.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,5000 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 786 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 2 tons, 1 gun 226 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,958 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,698 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 10 guns, 8,000 i.h.p., Capt. Chesmar, at Toku.
Lion, French gunboat, 473 tons, 8 guns, 376 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.
Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.*
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Feheulus, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 1,360 h.p., Capt. Plachet, at Swatow.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. E. D. Taussig, Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. G. F. F. Wilde, at Taku.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 i.h.p., Capt. W. H. Whiting, Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. Asa Walker, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Olympia, U.S. flagship, 5,760 tons, 14 guns, 17,313 h.p., Capt. B. P. Lamberton, en route Singapore.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafiro, U.S. dispatch-vessel.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.
Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Kongpak, British steamer, 147, G. C. Jones,—Kwong Lee Steamship Company.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Swatow, Amoy and Tamsui—Per *Haiching* to-morrow, the 8th instant, at 9 A.M.
For Kobe and Yokohama—Per *Hiroshima Maru* to-morrow, the 8th instant, at 3 P.M.
For Swatow, Amoy, Shanghai, Chefoo, Chemulpo, Nagasaki and Vladivostock—Per *Sendai Maru* to-morrow, the 8th instant, at 3 P.M.
For Samshui and Wuchow—Per *Kongpak* to-morrow, the 8th instant, at 4 P.M.
For Bangkok—Per *Phranang* on Friday, the 9th instant, at 9 A.M.
For Hoihow and Haiphong—Per *Haiting* on Friday, the 9th instant, at 9 A.M.
For Manila—Per *Esmeralda* on Friday, the 9th instant, at 3 P.M.
For Europe, &c., India, via Tuticorin—Per *Chusan* on Saturday, the 10th inst., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Lightning* on Saturday, the 10th instant, at 2 P.M.
For Yokohama, Kobe and Nagasaki—Per *Rohilla* on Saturday, the 10th inst., at 3 P.M.
For Sandakan—Per *Mausang* on Tuesday, the 13th instant, at 11 A.M.
For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru* on Tuesday, the 13th instant, at 11 A.M.
For Sydney and Melbourne—Per *Chingtu* on Saturday, the 17th instant, at 9 A.M.
For Moji, Kobe, Yokohama, Victoria and Tacoma—Per *Olympia* on Saturday, the 17th instant, at 10 A.M.

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